



BIPPA PROGRAM OVERVIEW

Silver Spring and beyond

Contact

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What's a BiPPA?

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- **Bicycle and Pedestrian Priority Areas** are districts that have been designated as areas where the movement and safety of bicyclists and pedestrians is prioritized.
- Through the BiPPA Program, MCDOT studies and makes investments in bicycle and pedestrian projects.
- The State Highway Administration can accept the designated BiPPAs and will make additional planning funds available for those areas.
- Additionally SHA may be willing to treat roadway design differently within recognized BiPPAs.

What's a BiPPA?

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- There are 29 BiPPAs in Montgomery County
 - Each is designated by the Maryland-National Capital Park and Planning Commission (and adopted by the County Council) through the master plan process.
 - A separate process exists for submitting these BiPPAs to the State Highway Administration for recognition.
 - To date, only the White Flint BiPPA has been recognized by SHA.
 - The other 28 BiPPAs have been submitted and are pending at SHA.

What's a BiPPA?

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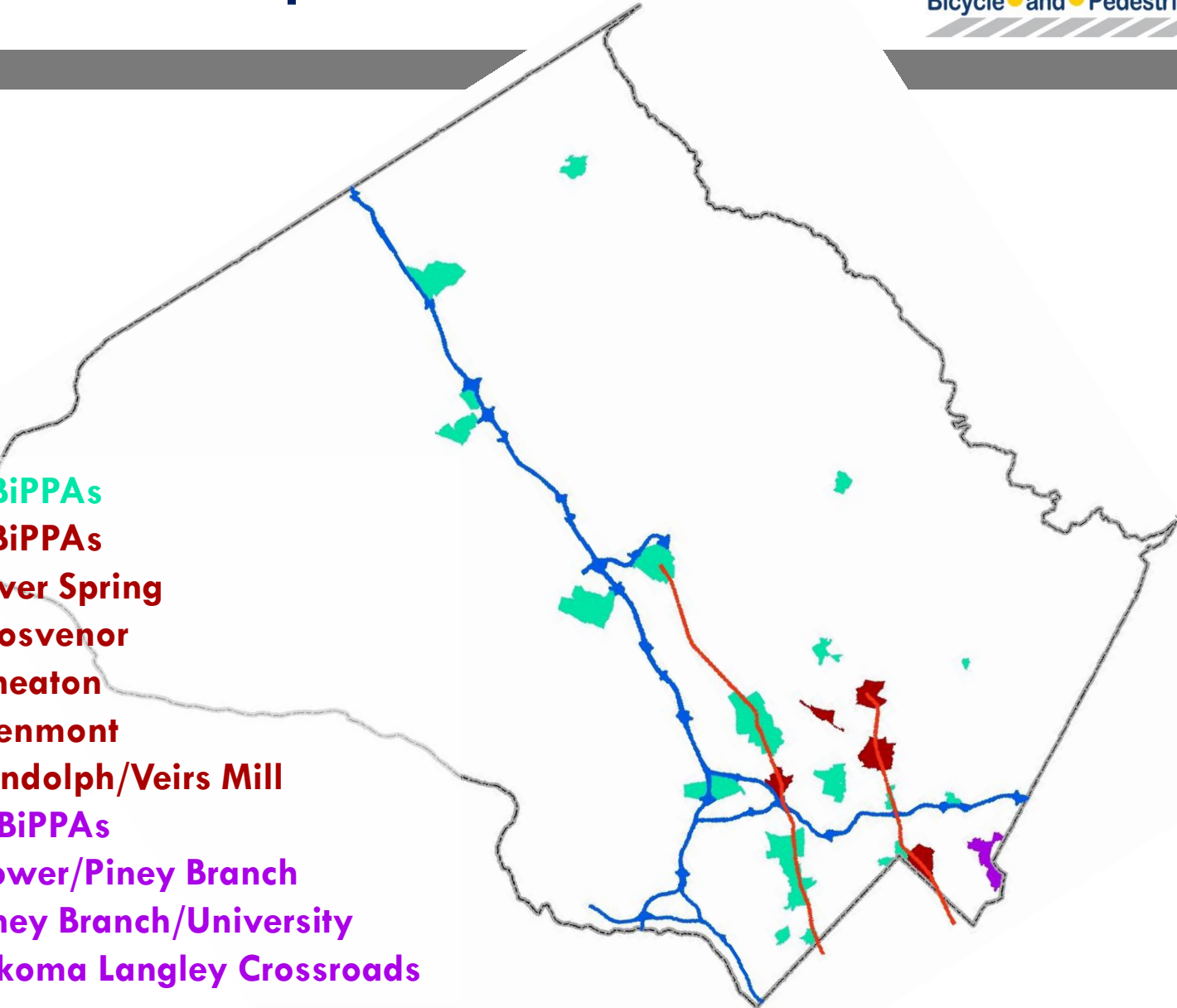
□ Funding Priorities:

- MCDOT can't fund improvements in all 29 BiPPAs at once.
- In FY15, five BiPPAs were prioritized for study.
- Funding for construction became available from FY16
 - Silver Spring CBD – Construction FY16 onward
 - Grosvenor – Construction FY17
 - Glenmont, Wheaton, & Randolph/Veirs Mill – Construction FY 18 and beyond
- Additional BiPPAs for study in FY17
 - Flower/Piney Branch, Piney Branch/University, Takoma Langley Crossroads

BiPPA Map

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- All 29 BiPPAs
- First 5 BiPPAs
 - Silver Spring
 - Grosvenor
 - Wheaton
 - Glenmont
 - Randolph/Veirs Mill
- Next 3 BiPPAs
 - Flower/Piney Branch
 - Piney Branch/University
 - Takoma Langley Crossroads



Silver Spring Ped Improvements



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- Early investment in Silver Spring included reconstructing curb ramps to meet ADA compliance throughout the CBD. This work has also been completed in **Grosvenor**.
- A new crosswalk was installed across Georgia Avenue at Fenwick Lane.
- We're working on a rapid rectangular flashing beacon pilot in the CBD as well

Silver Spring Bike Parking

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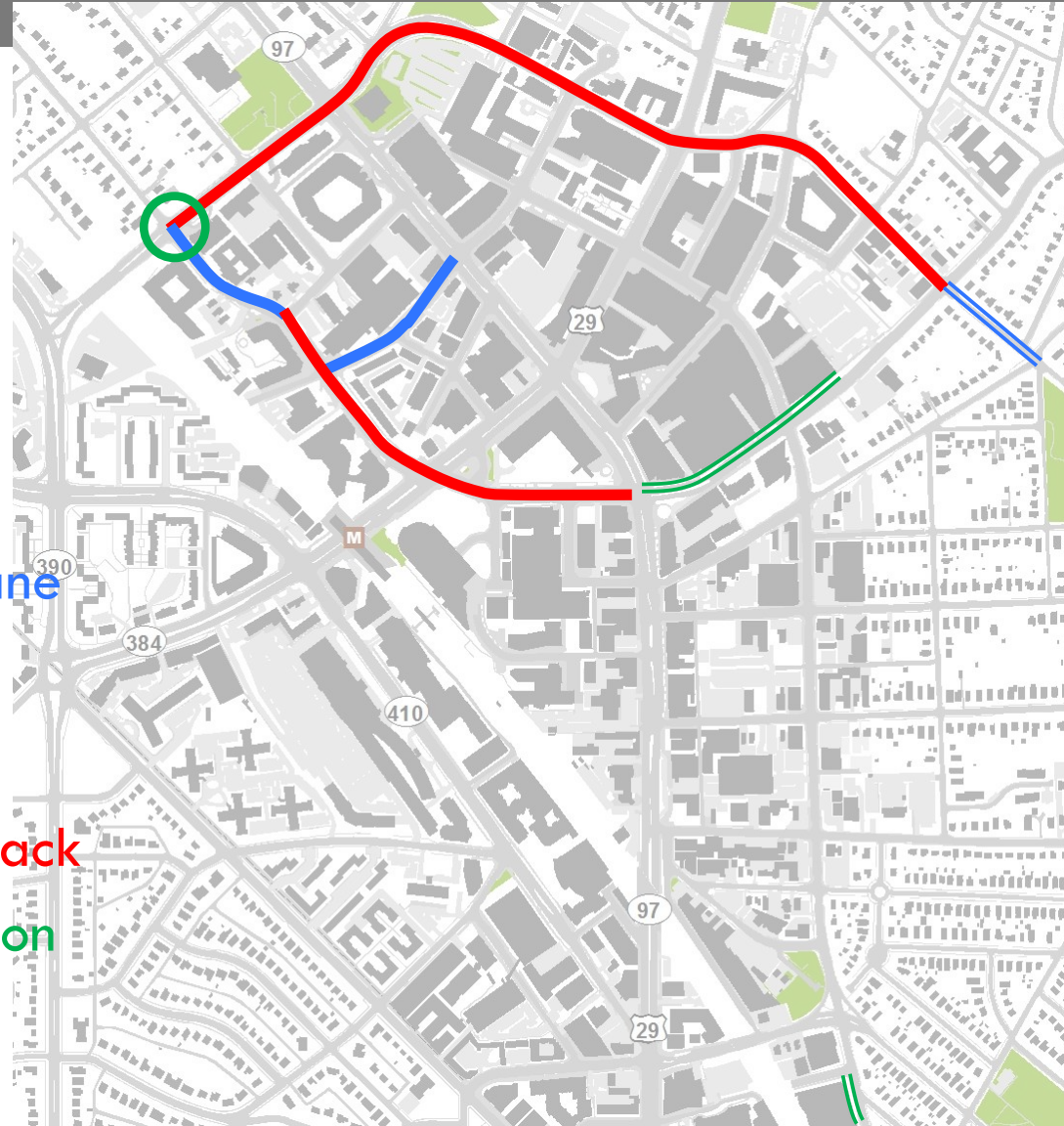
- Phase I of the Silver Spring Bike Parking project is underway. Additional racks are expected in Phase II in FY 2017.
- In Phase I, 37 racks will be installed in 14 locations.



Silver Spring Bike Network

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- The largest investments are in the bike network
 - ▣ Summer 2016
 - Spring St SBL
 - Cameron St bike lane
 - ▣ Fall 2016
 - Second Ave SBL
 - Wayne Ave cycletrack
 - Protected intersection



Silver Spring Bike Network

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- The largest investments are in the bike network
 - ▣ Spring 2017
 - Cameron St bike lane
 - Dixon Ave SBL



Silver Spring Bike Network

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- The largest investments are in the bike network
 - ▣ Future projects under study:
 - Fenton Connector
 - Fenton Street cycletrack
 - 13th/Burlington cycletrack

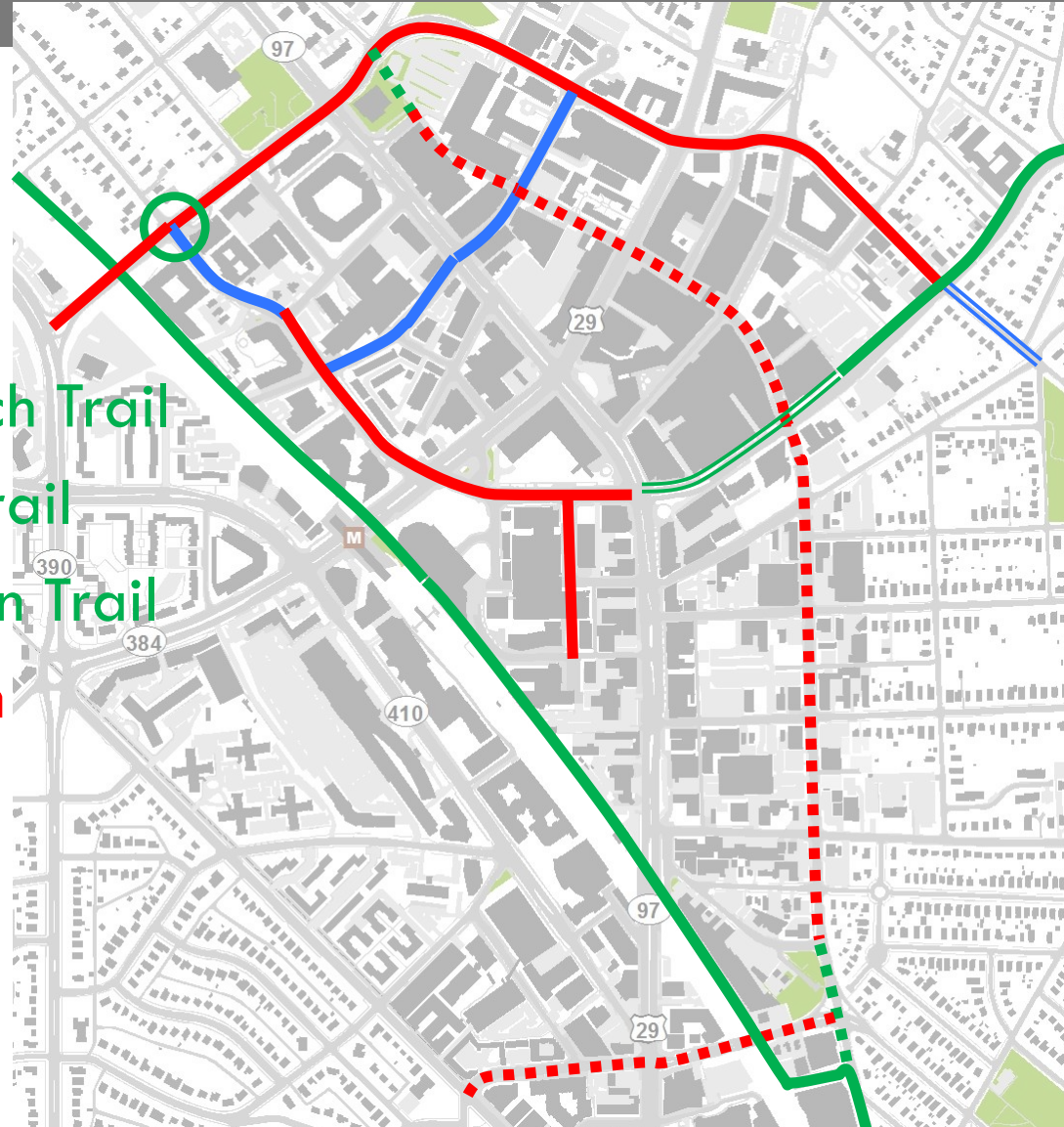


Silver Spring Bike Network

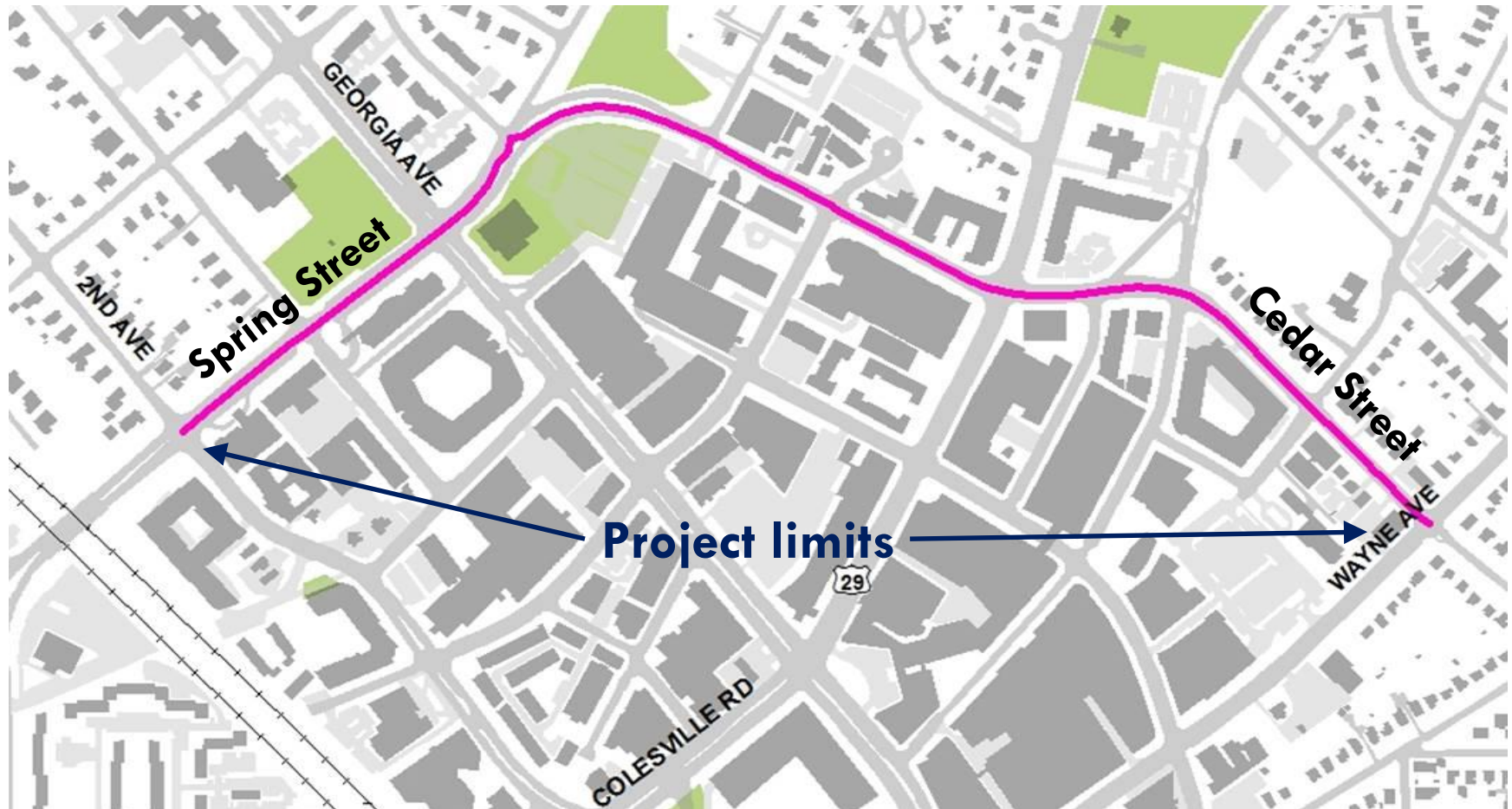
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□ Other projects will also build a larger network:

- ▣ Metropolitan Branch Trail
- ▣ Capital Crescent Trail
- ▣ Silver Spring Green Trail
- ▣ Spring St extension



Spring Street/Cedar Street



Facility type

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- One-way separated bike lane
 - A separated bike lane is a bike lane that includes a physical barrier between the bikeway and traffic. The barrier can be a curb, parked cars, flexposts, planters, or a similar object.
 - Separated bike lanes offer more protection and less stress for all types of cyclists than a traditional bike lane.



Proposed sections

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- Spring at Second
 - ▣ Bike lanes separated by parked cars.
 - ▣ Travel lanes, turn lanes, and parking retained.



Example only. Conditions may vary.

□ Spring at Fairview

- ▣ Bike lanes separated by parked cars.
- ▣ Travel lanes and parking retained.

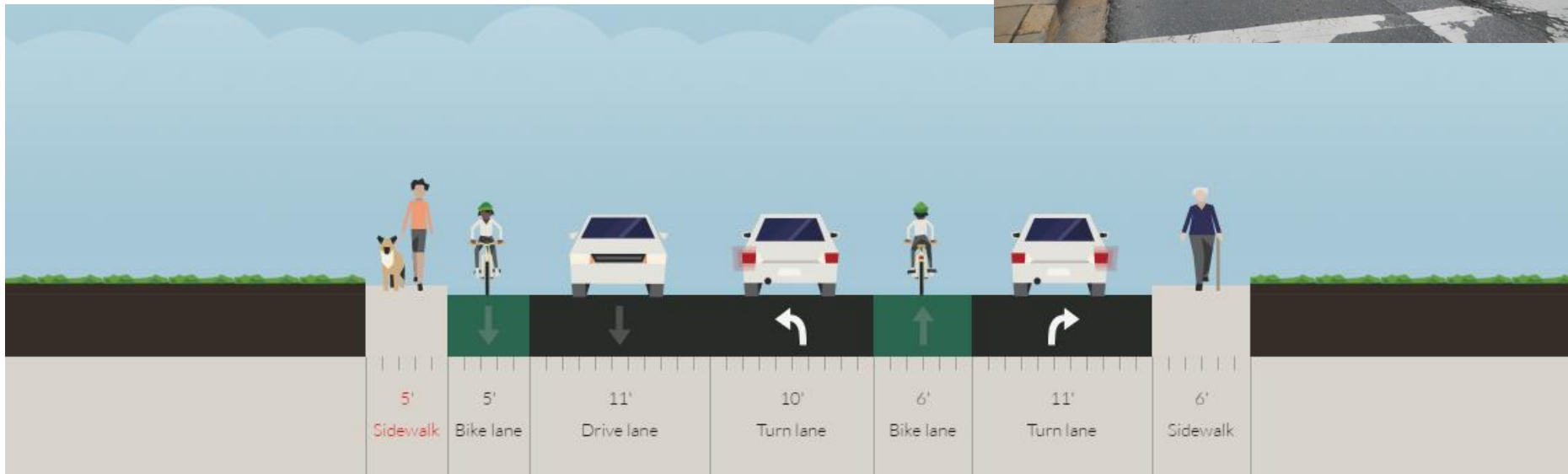


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Proposed sections

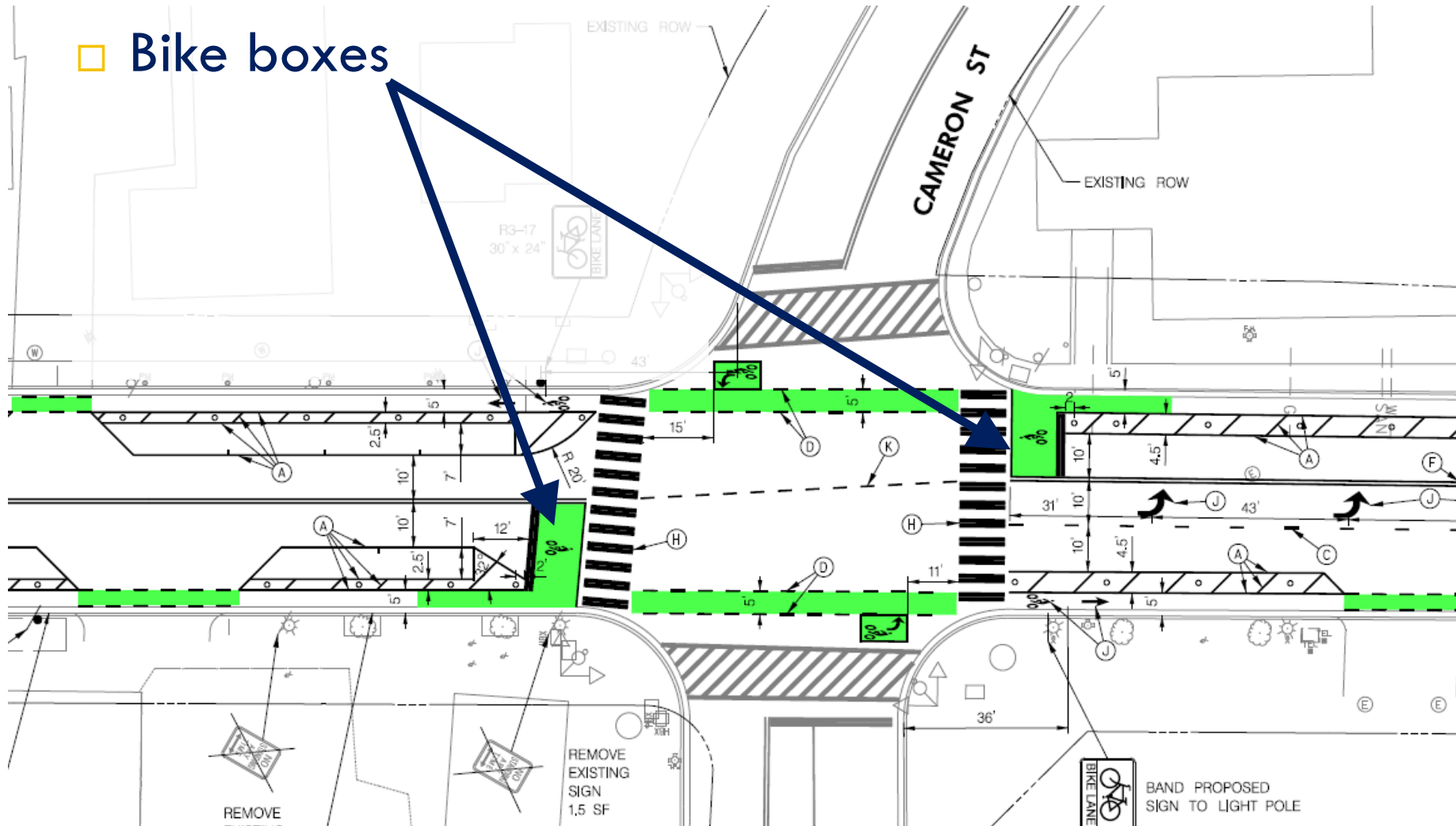
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- Cedar at Wayne
 - ▣ Conventional bike lanes on this block.
 - ▣ Eastbound lane connects to existing Cedar Street contraflow bike lane.
 - ▣ Parking removed.

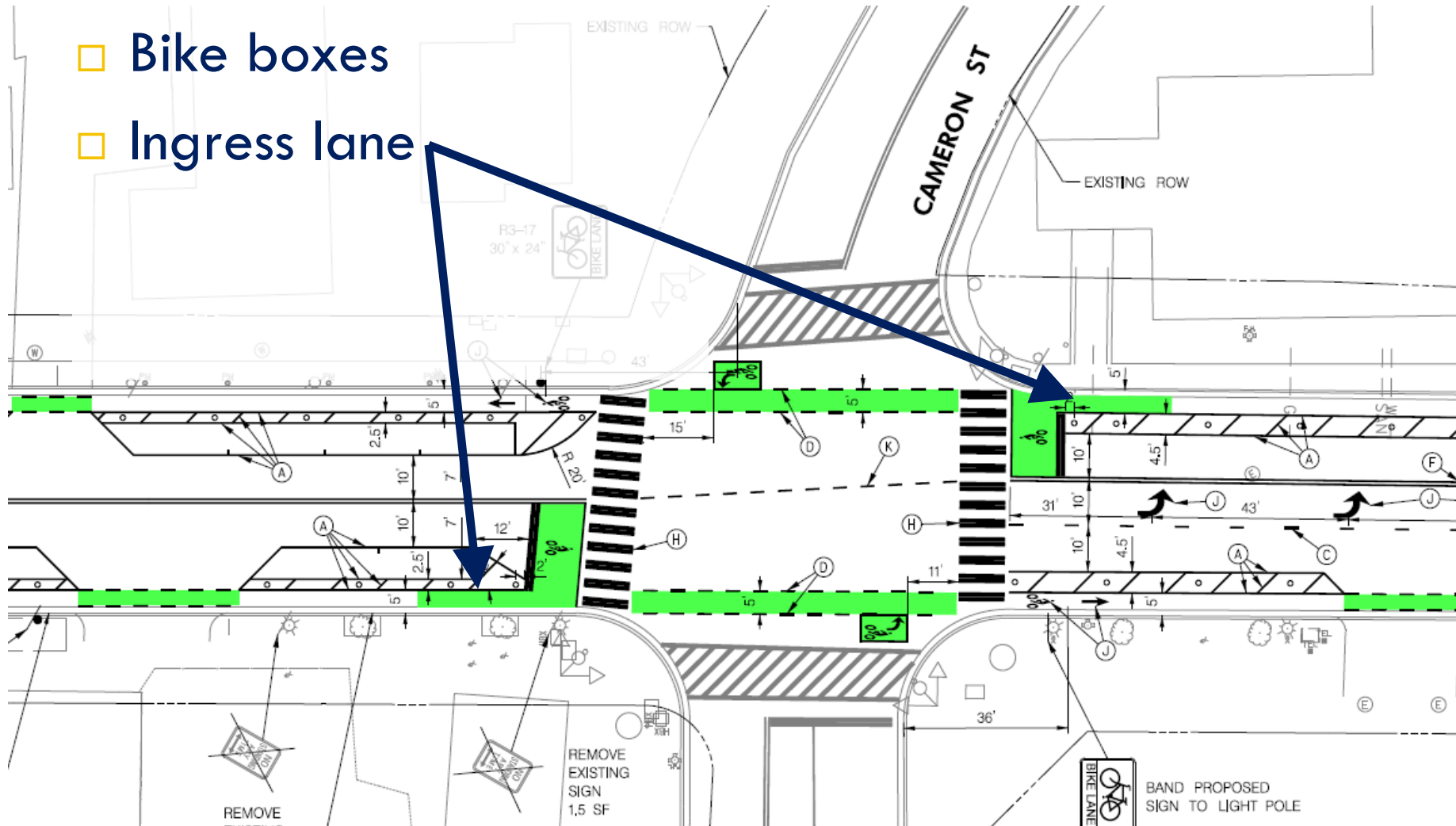


Example only. Conditions may vary.

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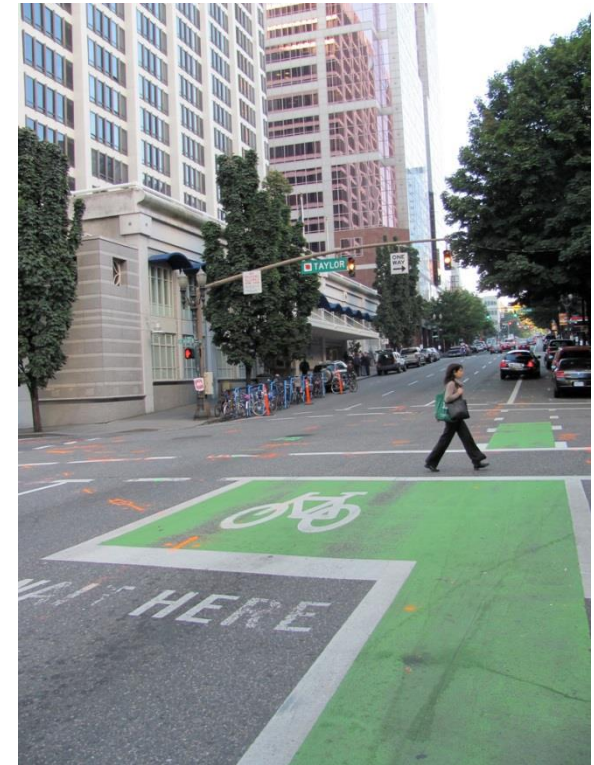
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Intersections

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- Bike boxes
 - ▣ Most signalized intersections will get bike boxes.
 - ▣ Benefits of bike boxes:
 - Allow cyclists to position themselves to be visible to drivers.
 - Increase the throughput of the intersection for cyclists and reduce delay.
 - Facilitate left turns during the red phase of the signal.



Intersections

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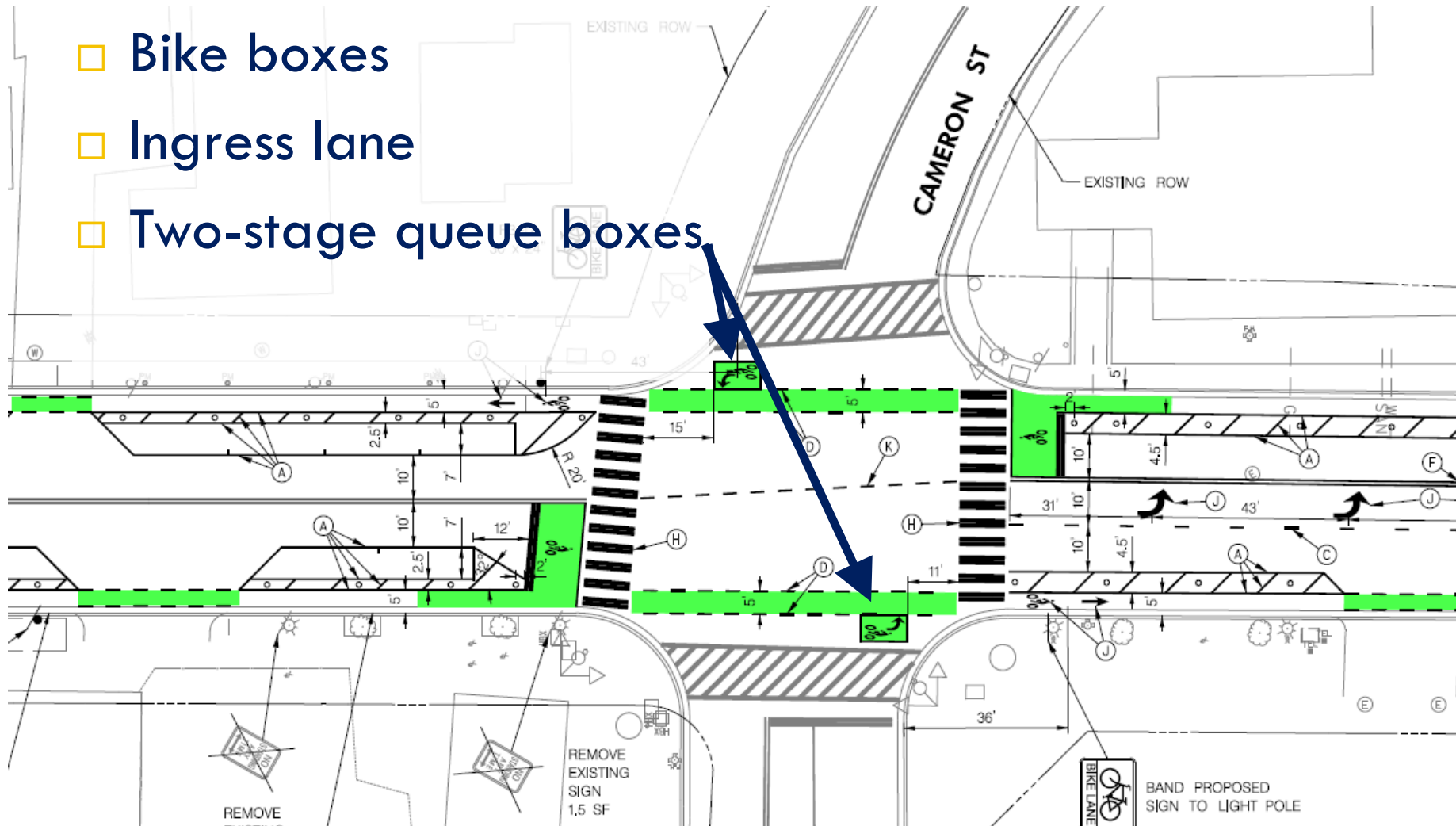
- Bike boxes
 - ▣ Montgomery County already has one of these on Woodglen Drive.



Intersections

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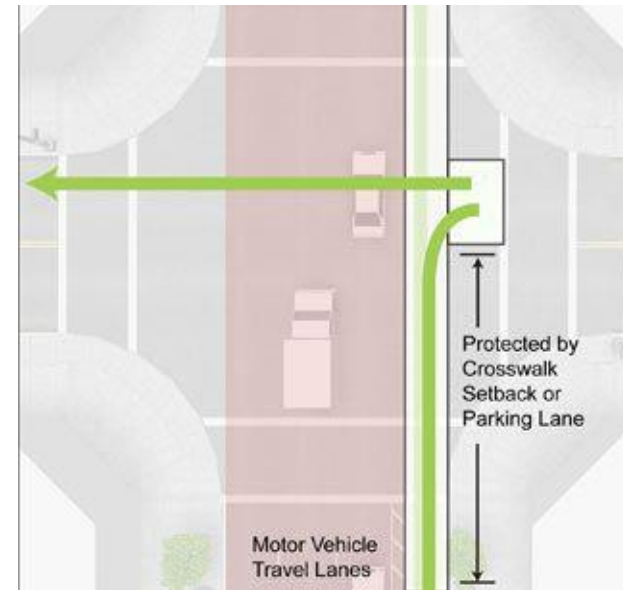
- Bike boxes
- Ingress lane
- Two-stage queue boxes



Intersections

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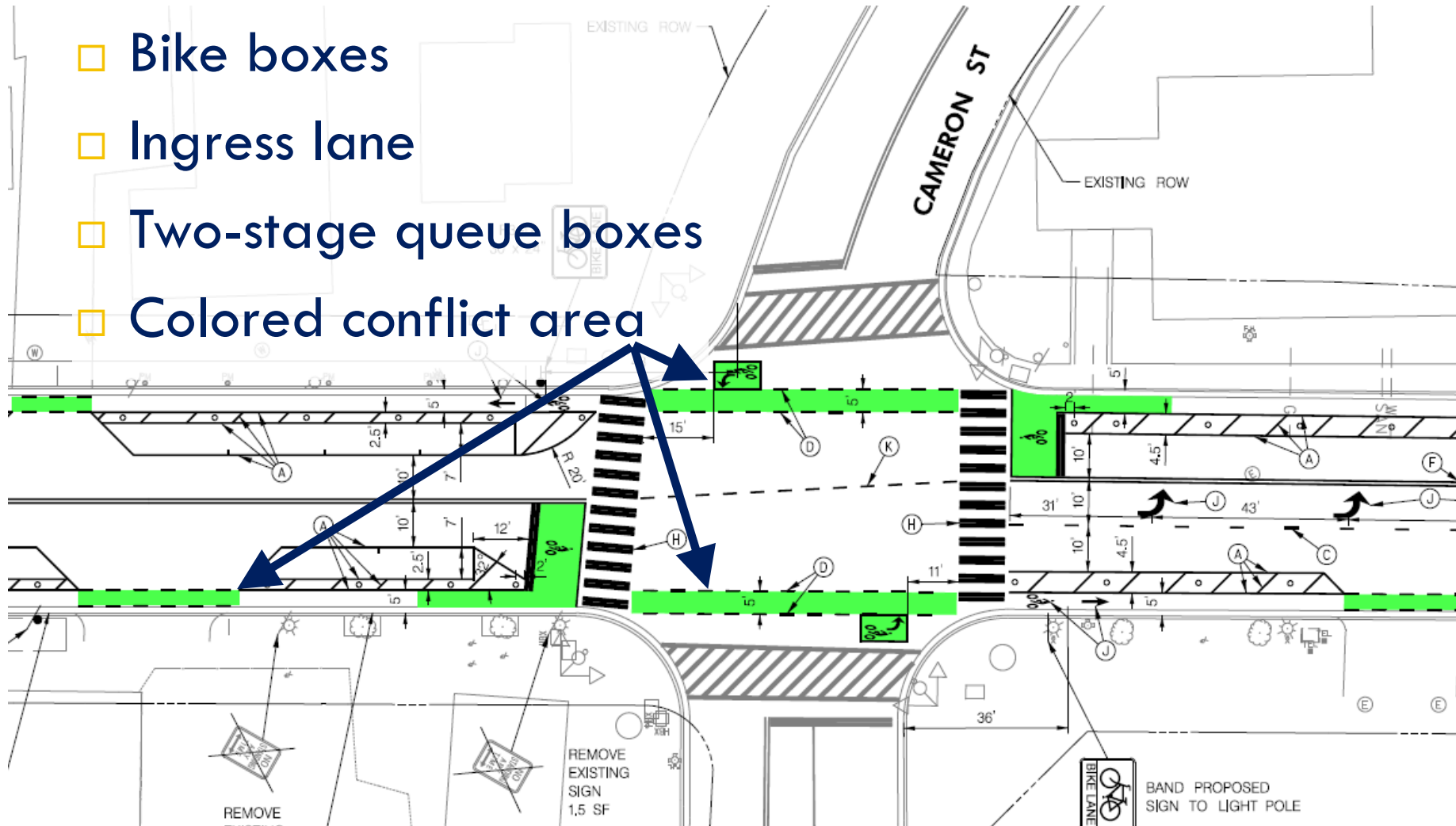
- Two-stage queue boxes
 - ▣ Most signalized intersections will get two-stage queue boxes.
 - ▣ Benefits of two-stage queue boxes:
 - Allows safer/more comfortable left turns for cyclists off of the cycletrack.
 - Separates turning cyclists from through cyclists.
 - Reduces turning conflicts between cyclists and motorists.



Intersections

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- Bike boxes
- Ingress lane
- Two-stage queue boxes
- Colored conflict area



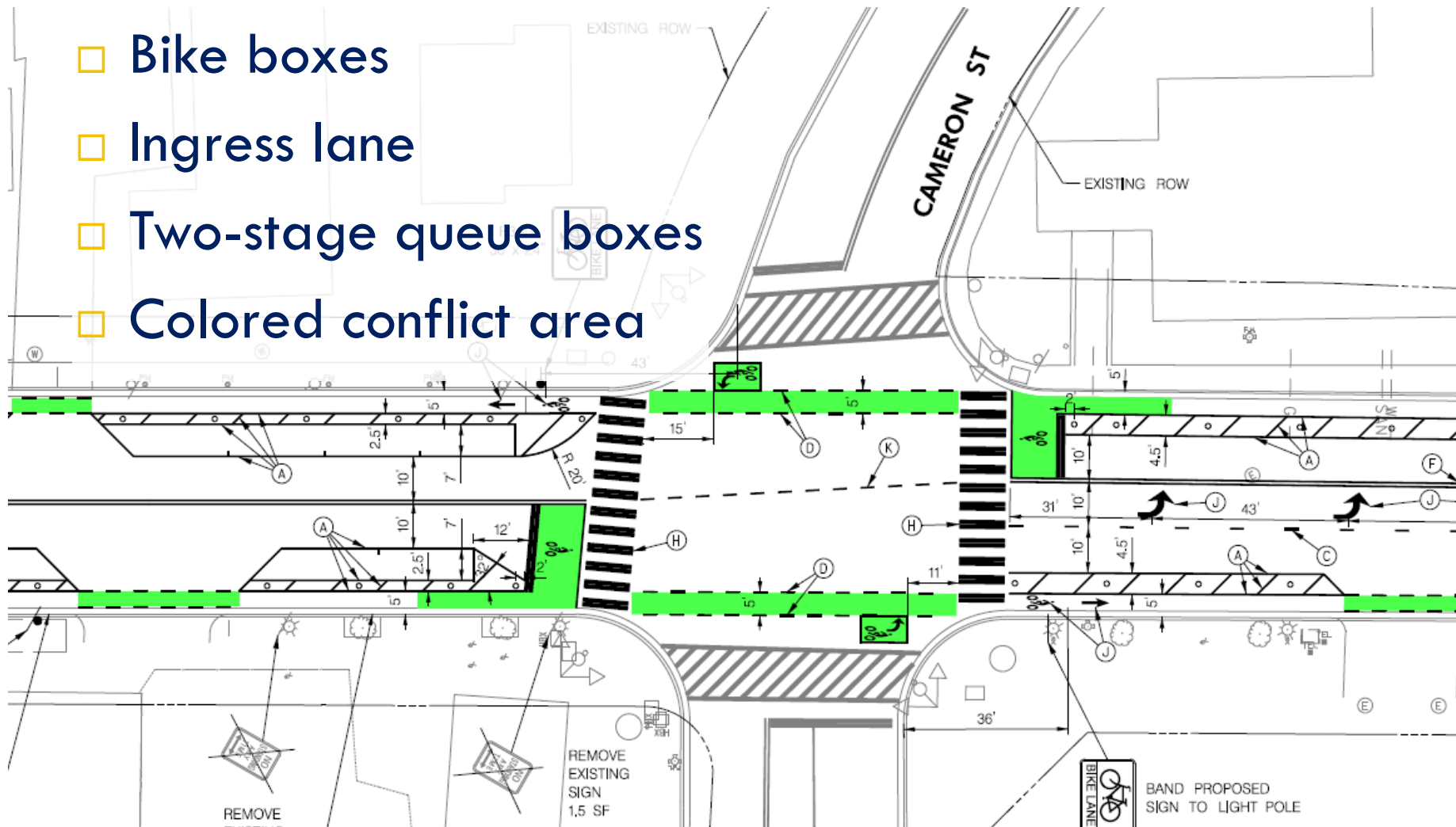
Intersections

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- Colored conflict areas
 - ▣ Signalized and unsignalized crossings and driveways will be marked with colored pavement.
 - ▣ Benefits of colored conflict areas:
 - Increases the visibility of cyclists
 - Raises awareness of conflict areas to both cyclists and motorists.
 - Reinforces cyclist priority over turning vehicles.
 - Guides cyclists through the intersection.
 - Makes bicycle movements more predictable.



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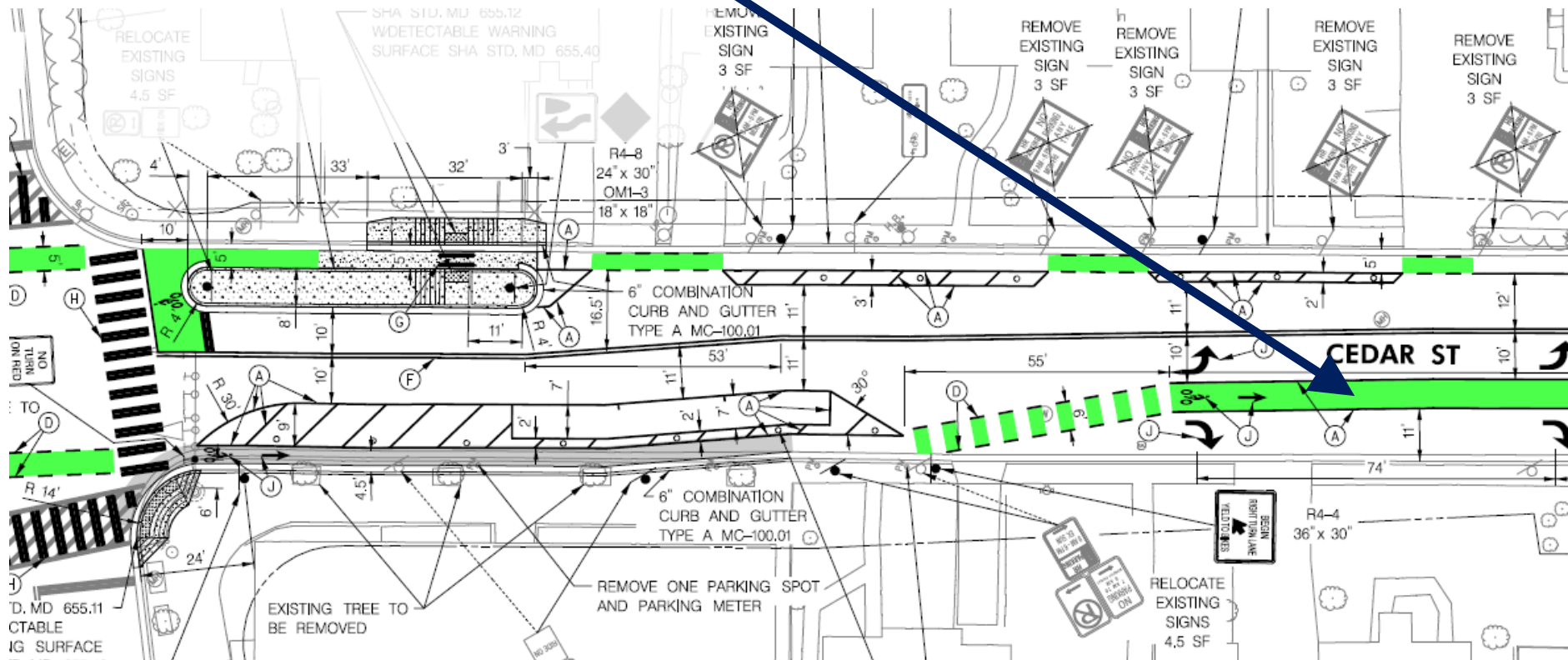


Intersections

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- Dealing with right turn lanes
 - There are heavy turn volumes at Spring/Georgia and Spring/Colesville (westbound).
 - We cannot modify the signals at this time to get an exclusive/protected bike phase.
 - At these intersections, the right turn lane will be to the right of the bike lane with a mixing zone at the approach.
 - We hope to use flexposts to prevent crossovers in the queue area.

□ Pocket lane



Intersections

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□ Pocket bike lane

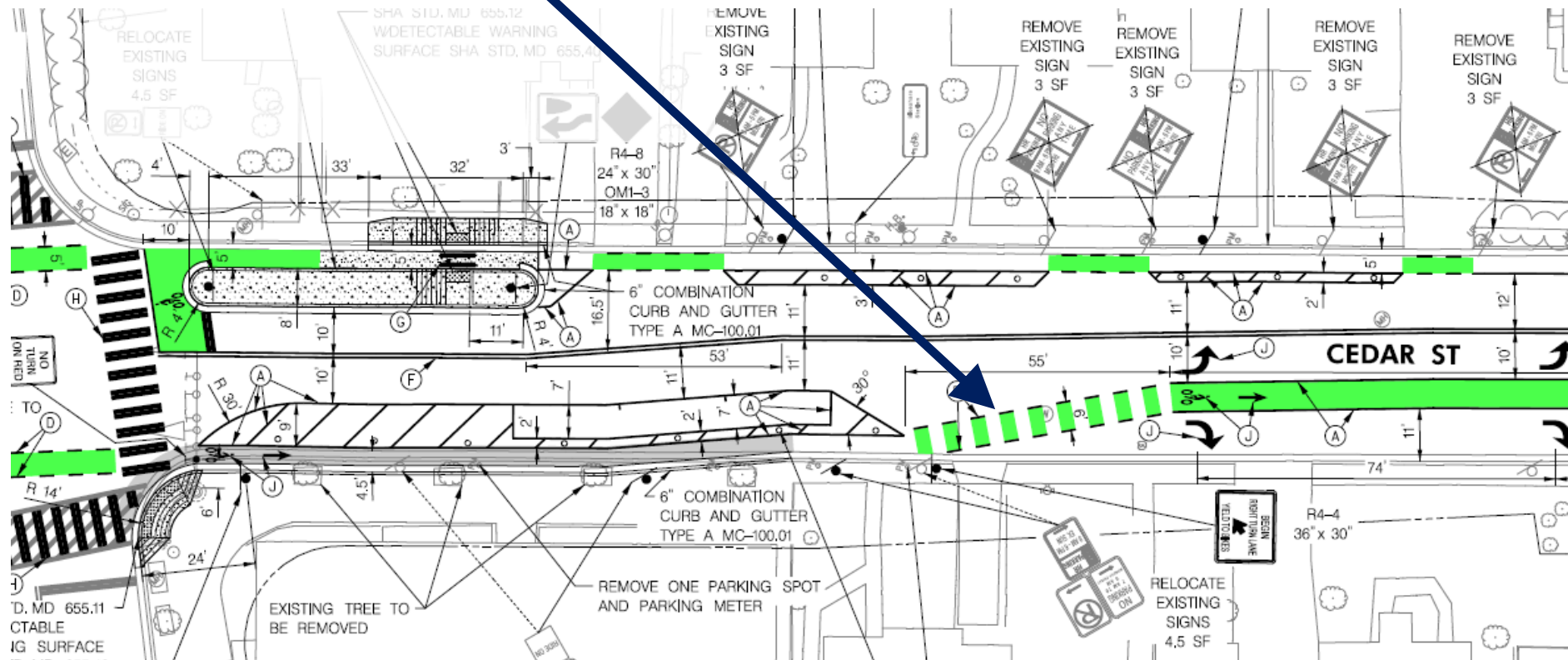
- Where there's a right turn lane, the bike lane needs to be to the left of it.
- Benefits of a pocket lane:
 - Prevents “right hook” collisions.
 - Moves crossing movements away from the intersection.
- Drawbacks:
 - Requires a mixing zone.
 - Bike lane loses separation.



- Pocket bike lane

- [illegible]

- Pocket lane
- Mixing zone



Intersections

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□ Mixing zones

■ A mixing zone allows bicycles and right turning vehicles to cross over each other before the intersection.

■ Benefits:

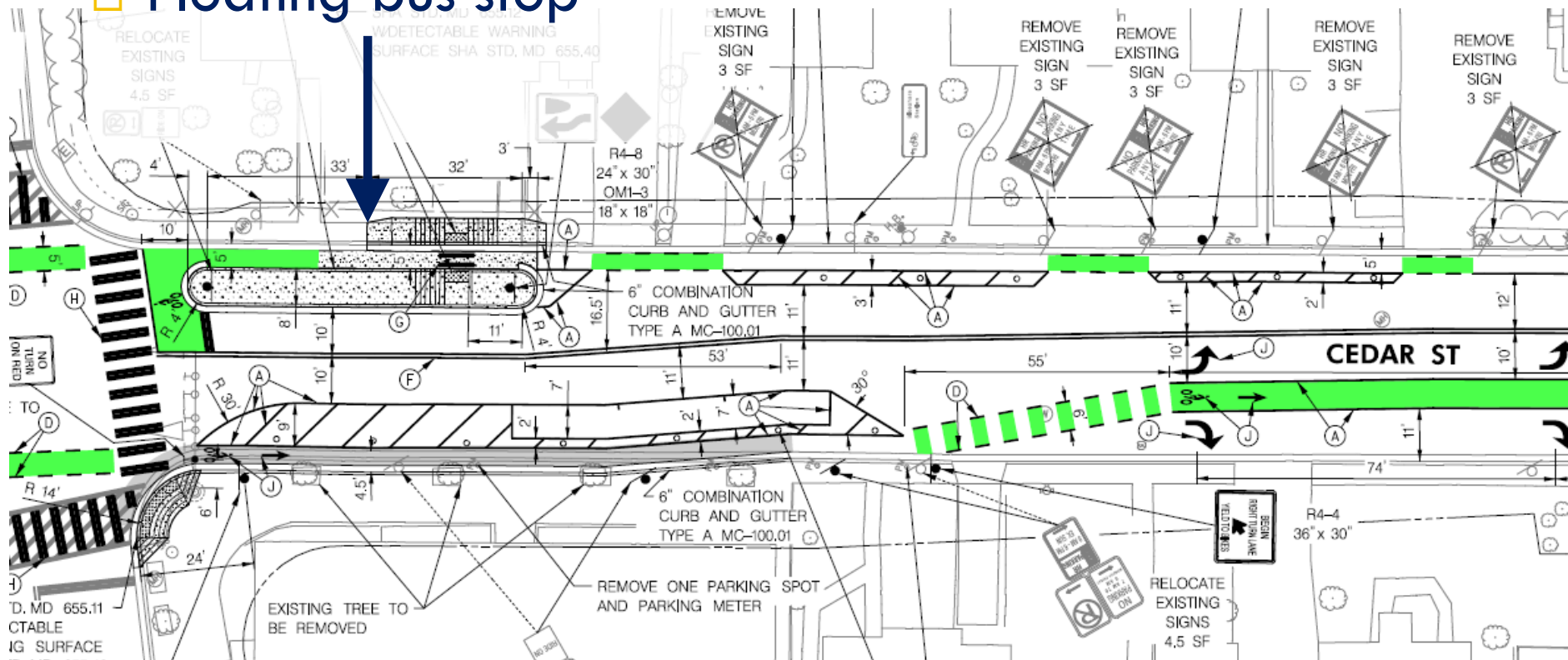
- Reduces chances of “right hook” at the intersection.
- Correctly positions cyclists and vehicles for intersection.

■ Drawback

- Removes separation.



- Pocket lane
- Mixing zone
- Floating bus stop



Intersections

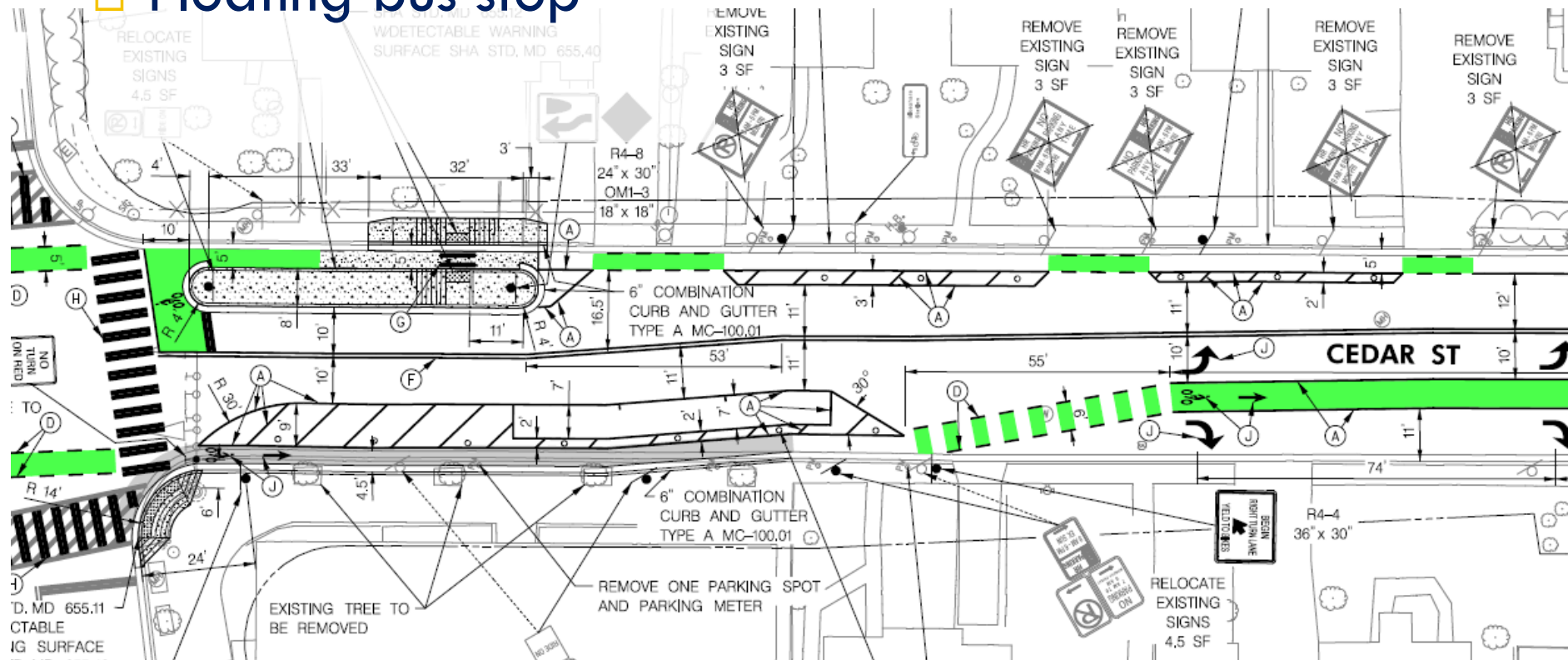
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□ Floating bus stop

- A floating transit stop avoids requiring buses to pull into the bike lane to discharge passengers.
- Benefits:
 - Avoids buses pinching cyclists against curb.
 - Transit patrons have exclusive waiting area.

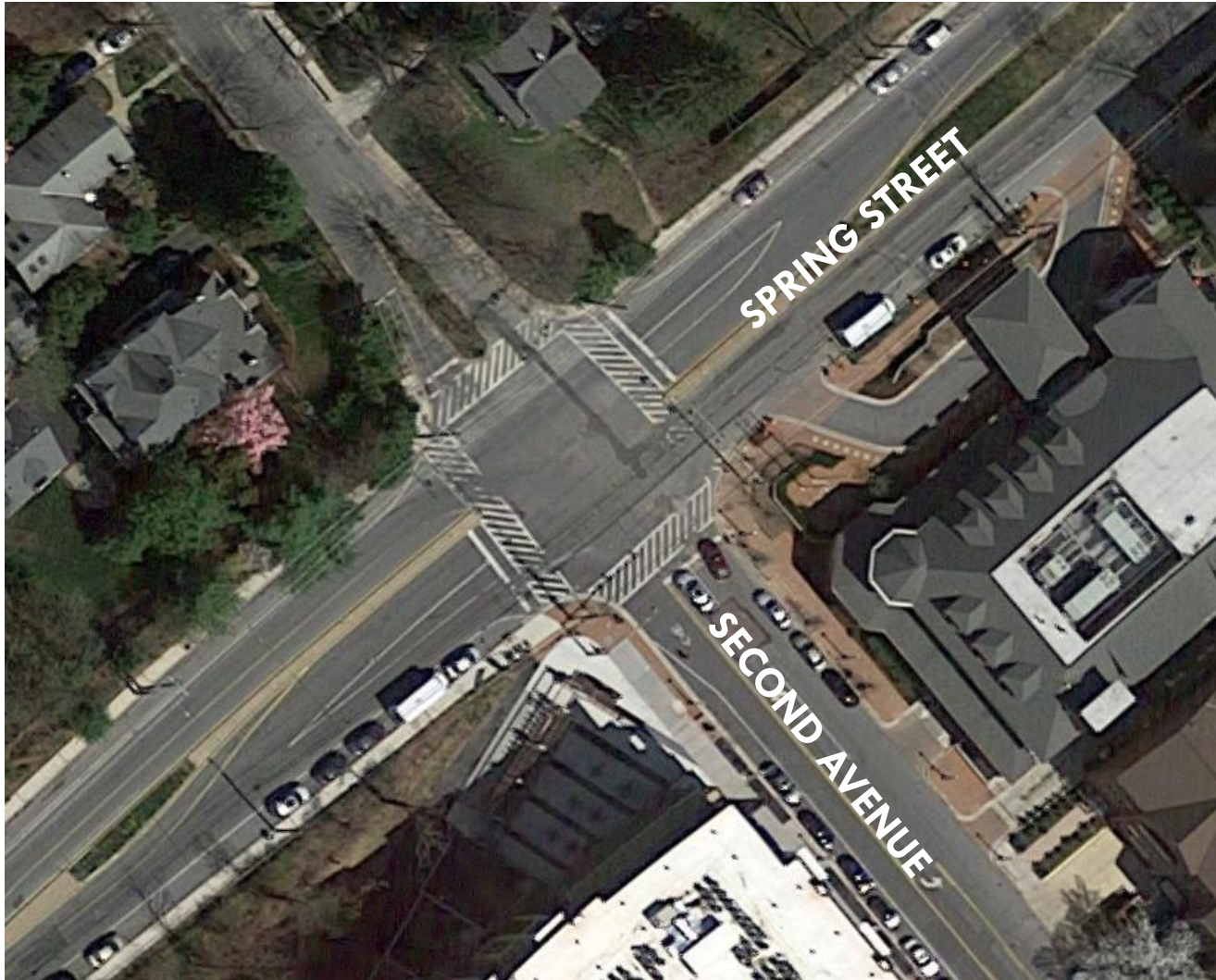


- Pocket lane
- Mixing zone
- Floating bus stop



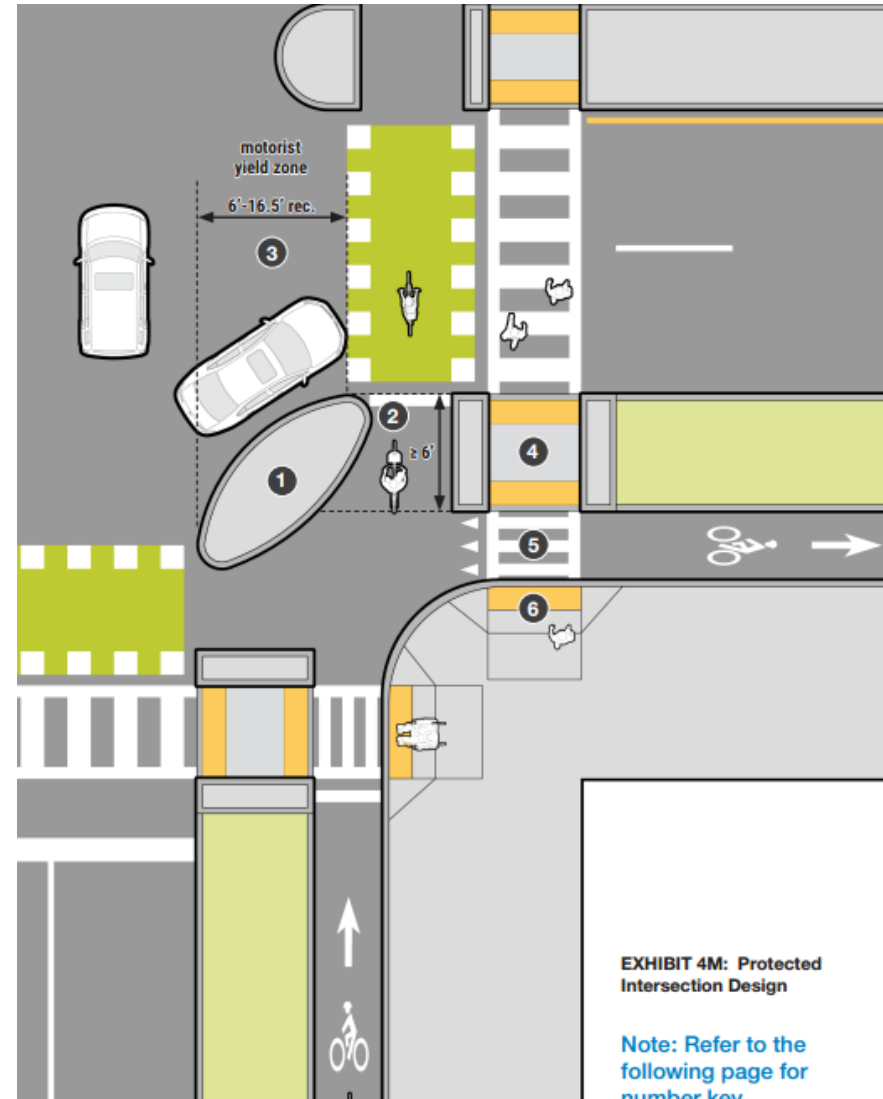
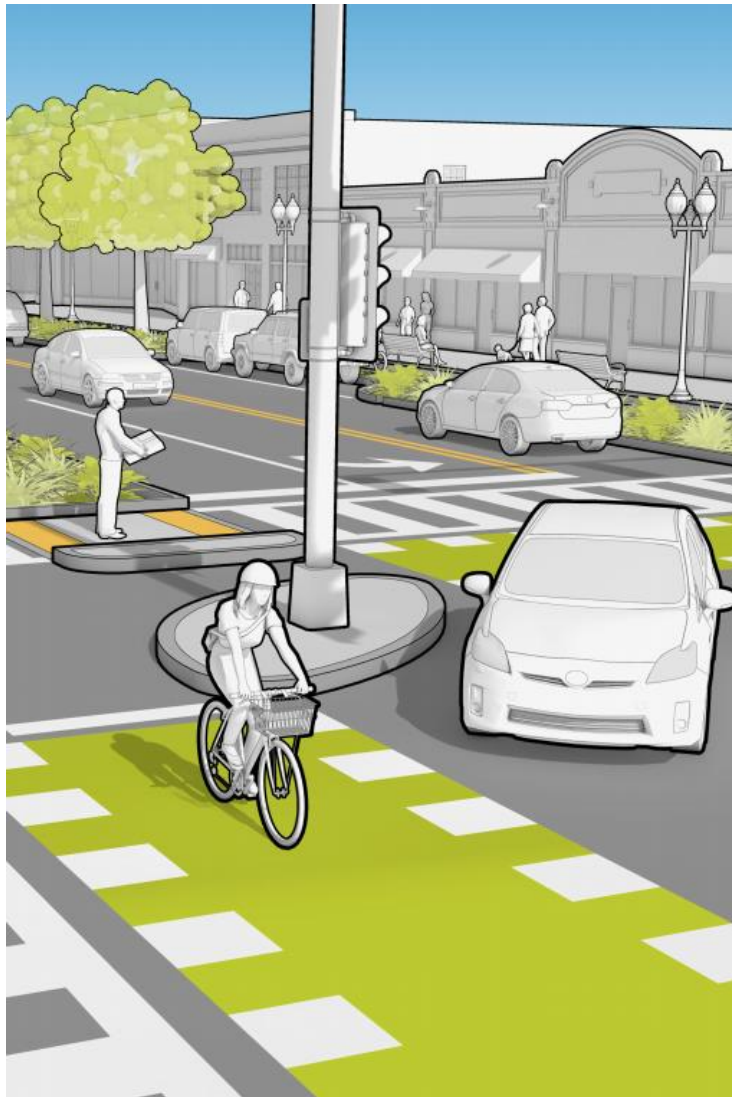
Spring/Second Protected Intersection

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Protected Intersection

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Questions?



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